

**MALL OF AMERICA
PDP NARRATIVE PHASE IIB
COLLECTIONS AT MOA**

OCTOBER 28, 2015

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I.

EXECUTIVE SUMMARY

MOAC Land Holdings, LLC is applying for a revised Preliminary Development Plan (PDP) to update the previously approved PDP's for Phase I and II MOA sites.

This PDP amendment includes the Phase IIB expansion of MOA on that portion of the site located between the north face of Phase IC and extending northward over Lindau Lane and onto the site bounded by IKEA Way, American Boulevard, 24th Avenue, and Lindau Lane, plus the Kelley site bounded by 24th Avenue, Old Shakopee Road, 28th Avenue, and 82nd Street East.

While the Kelley site is included in this PDP submission, no specific development detail is currently identified. This will be determined based upon future economic and market conditions. The site will continue to be used for off-site parking as Phase IIB and IIC are further developed, and as future parking demand is evaluated / determined.

Since the 2006 PDP there have been various changes including the recent completion of the Phase IC development. This was part of Phase I which consists of that development on the existing MOA site south of Lindau Lane. Phase II Development consists of that development north of Lindau Lane, including IKEA, Phase IIB and future Phase IIC development (including Outlot "A"). Phase III is future development on the Kelley site.

The Phase I and Phase II development plans are consistent with previous PDP approvals and environmental reviews limiting overall development to no more than 9.8MSF. Because of this, no environmental reviews are required at this time.

The next phase of development, Phase IIB, is a 1,047,000SF expansion which includes an approximate 600-650 space two-level underground parking garage, a 580,000SF two and three-level mall addition (retail GLA, common and BOH), a 180-key luxury hotel with 120 residential units above the hotel guestroom floors, a 168,000SF multi-story office building, and associated parking structures. At the current time it is contemplated that the residential units will average 1,100 SF per residence with all units being two-bedroom units. The final hotel room count and residential unit sizes and mix will be determined by market analysis.

Connection to the existing Mall is provided at each of the three levels of Phase IIB terminating at the north face of the recently completed Phase IC mall expansion. The design concept builds upon the design concept of Phase IC resulting in a new, exciting, and dynamic "front door" for MOA. One of the main design intents is to turn the new mall expansion outward consistent with the design for Phase IC. This is accomplished through an extensive graphics displays and large expanses of glass facing outward to the surroundings.

Phase IIB includes a three-story atrium on the west which is a dramatic, sky lit space with a luxury hotel lobby / lounge and restaurant on level 3 overlooking the mall below. A three-story retail "boulevard" extending east-west connects this atrium with a two-story atrium on the east. The project is called "The Collections at MOA" which is representative of the luxury collection of retailers which will create a new and vibrant high-end shopping district at MOA.

Overall, careful consideration has been given to create an environment which is physically, functionally, and visually integrated with the existing mall, future phases, and the surrounding

community. This will occur through integration and coordination of architectural elements, exterior materials, ample windows, color, pedestrian / vehicular and service circulation and parking, site lighting, landscaping, signage, overall massing, materials, and other elements of the design theme and details.

The existing Mall is a unique experience which draws visitors from around the world. Phase IIB and future phases will continue to enhance this mixed-use destination, adding further diversity and complementing existing uses. The larger scale will attract more visitors to experience the new uses, revisit the existing Mall, and add value to the surrounding businesses and community.

II.

FACTORS CONSIDERED IN FORMULATION OF MALL OF AMERICA PHASE I AND PHASE II EXPANSIONS

The information contained in this development, has been prepared taking into consideration the following:

1. The location, characteristics, and boundaries of the land located north of the recently completed Phase IC development. The site is legally described on the accompanying development submission;
2. The City Of Bloomington 2000 Comprehensive Plan and Land Use Map;
3. Existing zoning and land uses surrounding the Site;
4. The completion of Light Rail Transit (“LRT”) connecting downtown Minneapolis, the Minneapolis/St. Paul Airport, and Mall of America (the “Mall”);
5. Detailed studies of the area, including:
 - a. The 1984 Airport South Generic EIS (the “ASGEIS”);
 - b. Northeast Bloomington Study Report, dated September 13, 1993;
 - c. 79/80th Street Corridor Study, dated January 1993;
 - d. The Environmental Assessment Worksheet and Environmental Assessment for Reconstruction of 79/80th Street, dated February 24, 1995;
 - e. The Feasibility Study 1997-3 Street Improvement Project, Airport South District, and;
 - f. AUAR update reports dated October 2009 and May 2012;
6. Prior approvals and studies for development of the Site, including:
 - a. Mall of America / Fantasyworld EIS (the “1986 EIS”);
 - b. The Indirect Source Permit granted by the Minnesota Pollution Control Agency February 19, 1992 (the “1992 ISP”);
 - c. The year 2000 Environmental Impact Statement for site redevelopment (the “2000 EIS”);
 - d. Mall of America Expansion First Subsequent Phase – IKEA;
 - e. The Preliminary Development Plan approved for expansion of Mall of America, approved November 20, 2006;
 - f. The Preliminary and Final Development Plan for the South pad of Mall of America (Radisson BLU Hotel) approved August 2, 2010;
 - g. The Preliminary and Final Development Plan for Phase IC hotel and retail expansion approved August 5, 2013, and;

- h. The Preliminary and Final Development Plan for Phase IC office tower approved February 24, 2014;
7. The effect of the development on infrastructure, including the regional and local roadway network, and existing and planned utilities;
8. South Loop Streetscape Master Plan and Lindau Link Streetscape Project dated November 13, 2012;
9. The 2003 Guiding Principles; and
10. City Design Objectives.

III.

DEVELOPMENT APPLICATION HISTORY OF MALL OF AMERICA EXPANSION DEVELOPMENT PLAN

This site as part of Mall of America Phase II was the subject of previous development applications submitted September 20, 2000 (Development Plan application for the entire Site); October 18, 2000 (Final Development Plan application for a first phase Hotel only); May 15, 2001 (Final Development Plan application for an Office development); and applications for plat approvals of September 26, and October 22, 2002.

A Preliminary Development Plan Amendment and Preliminary and Final Plat Approval were submitted on March 12, 2003, which resulted in the approval of IKEA, completed in July 2004.

The site was also subject to a Preliminary Development Plan Application, approved November 20, 2006, the Preliminary and Final Development Plan for the South pad of Mall of America (Radisson BLU Hotel), approved August 2, 2010, the Preliminary and Final Development Plans for Phase IC hotel and retail expansion, approved August 5, 2013, and the Preliminary and Final Development Plans for Phase IC office tower, approved February 24, 2014.

IV.

DESCRIPTION OF THE PROPOSED PROJECT

1. Existing Site Conditions
 - a. Topography and Drainage: The Site is generally flat and primarily impervious and like most parcels in the Airport South District, generally drains to the southeast through a storm water system, toward the Minnesota River.
 - b. Local Groundwater: The depth to ground water varies and is estimated generally between the 801 and 804 elevation. Level One of MOA is at an 824 elevation. The depth to bedrock is generally 250 to 300 feet below the surface.
 - c. Soils: Adequate soils exist to support the new development.

d. Height Limitations: The completion of the new north-south runway affects the site by limiting structure height. The Phase IIB and future Phase II buildings are within the maximum established height limit of 99feet elevation and the sloping height limits on the eastern portion of the site.

2. Design Principles

The exterior design of all future MOA phases must respect the Guiding Principles established in 2003 as part of the IKEA development approval. These Guiding Principles were conceived to unify and link the existing Mall, with future phases.

The City's recently prepared Design Objectives are also respected in the proposed design.

In addition, in contrast to the inward orientation of the existing Mall, a more outward design orientation is being developed which was one of the guiding design principles for the recently completed Phase IC expansion. Many of the future tenants will have exterior exposure which will be integrated into the Phase IIB design and future Phase II expansions. This includes exterior graphics, window displays, restaurant and retail patios, and exterior tenant store entries where appropriate.

3. Proposed Development Plan: Phasing

Phase I is considered as the portion of the MOA site south of Lindau Lane and Phase II as that portion north of Lindau Lane, including Outlot "A". Phase III is the adjoining land on the east side of the existing mall (Kelley site).

The existing MOA is Phase IA, followed by the Phase IB Radisson BLU development, and Phase IC expansion located just south of Lindau Lane.

All current and future development located north of Lindau Lane is referred to as Phase II. IKEA was the first stage of Phase II, referred to as Phase IIA. This current phase is then Phase IIB.

Following the approval of the revised PDP a Final Development Plan will be submitted for Phase IIB approval. It is anticipated that excavation work for Phase IIB will begin in 2016.

Final Development Plans for future phases beyond Phase IIB will be submitted as dictated by economic, market and financial conditions.

4. Pedestrian and Bicycle Circulation

The entire site is connected by public walkways to ensure pedestrian and bicycle access connections to all components of Phase I and II, and with the surrounding community and mass transit. Bicycle racks are provided near the new bus / taxi area located just outside of the new northeast mall entrance.

The site circulation plan allows for 24/7 access. Guests arriving by train in those hours when the mall is closed will be able to access the sidewalk system which extends from the transit facility to the Phase II site, and continuing towards the hotel porte cocheres.

Skyway connections will integrate all components of the development. The design of Phase IIB acts essentially as a skyway with the retail mall extending over 22nd Avenue and connecting to the east parking deck. Skyways will be provided from the east parking deck and the future north parking deck, to the future Phase IIC development. Outlot "A" will be connected to the future Phase IIC

development by a skyway extending across American Boulevard. IKEA will be integrated with the mall by a future skyway connecting to the future north deck as part of the Phase IIC development.

5. Access and Traffic Characteristics

- a. Traffic Studies: *Mall of America Phase II Traffic Study* dated March 2006 was previously completed by SRF Consulting Group, Inc., to determine the traffic impacts on the adjacent roadway system related to the proposed Phase II expansion. The traffic study also determined the necessary improvements to accommodate the growth related to future Phase II and other adjacent developments in the area, including the Bloomington Central Station and the Airport. The Traffic Study reviewed *Mall of America Phase II Traffic Study (2003)*, *Mall of America DEIS (2000)*, the *Airport South AUAR (2002)*, and the *Bloomington Central Station Traffic Study (2004)*. The Phase IIB development uses are consistent with the assumptions included in this traffic study. SRF is in the process of preparing an updated traffic study based upon the proposed uses identified for Phase IIB and Phase IIC. Their preliminary findings from 8-12-15 indicate the traffic patterns and roadway system are adequate to support the proposed development with a few minor adjustments. The attached plans have been updated based on their recommendations.
- b. Site Access and Internal Circulation: Phase IIB has been designed with an internal ring road system connecting to IKEA Way on the west, American Boulevard on the north, 24th Avenue on the east, and Lindau Lane on the south. The internal ring road system provides access to a parking deck on the east of the site, and to a future parking deck on the north, which is anticipated to be part of Phase IIC. A new bus / taxi area is located on the northeast side of the Phase IIB expansion. A Porte Cochere for the luxury hotel is shown on the northwest with an additional Porte Cochere on the northeast corner of the building for the future hotel. A valet drop-off is designed into the east deck to serve the mall expansion.
- c. Truck Access: An underground truck dock will be provided with access and security station on the northwest corner of the site. The underground truck dock will be connected to an underground tunnel system to serve the various Phase IIB building functions.
- d. Parking Structure: Of particular interest is the attention paid to the exterior architectural treatment of the east parking deck and streetscape to create a visually interesting exterior façade and pedestrian friendly street presence. The parking deck has been turned on an east-west axis to minimize its presence along 24th Avenue which is a major corridor into the South Loop district. The exterior façade of the parking deck along 24th Avenue has been reduced to 240' versus the 750' parking deck facade previously shown in the 2006 PDP.

A major public plaza will be provided at the NW corner of Lindau Lane and 24th, similar to the new public plaza at the NE corner. The SW corner will have new landscaping and will be designed to complement the plaza design at the NW corner. Iconic sculptural elements on the SW and NW corners are being considered to mark this intersection as the “gateway” to MOA from the South Loop District.

The exterior deck façades include architectural screening, stone columns (to match the Phase IIB retail building), and architecturally integrated graphics adding visual interest and vibrancy to this gateway.

The applicant, working with City staff, has reached out to the local artist community regarding the possibility of providing artist studios within and along Lindau Lane to bring more vibrancy and pedestrian scale to this major entrance into MOA from South Loop. This will continue to be vetted to determine the feasibility and market demand for this intriguing concept.

Consideration has been given to how the evolution of driverless cars could potentially change parking demand within the design life of future parking structures. The nature of the proposed parking deck in Phase IIB prohibits future demolition of a portion of the ramp due to limited length of the ramp and the minimum length required for the speed ramp to access the various parking levels. In the event where a future reduction in structured parking is warranted, it is anticipated that the existing east parking deck between Lindau Lane and Killebrew Drive, could be reduced in size. The southern half of the parking deck can be demolished up to the existing expansion joint at the mid-point of the structure while maintaining the existing south-bound speed ramp to access the parking levels on the northern half. This has additional benefits in that it would reduce the visual impact of the existing deck along 24th Avenue, and allow for a much more seamless connection from the existing mall, through potential future development on the demolished portion of the existing parking deck site, to future development on the Kelley site.

6. Landscaping

The landscape concept for future phases will be consistent with the 2006 PDP landscape principles. A mix of boulevard trees, ornamental trees and flowering materials will focus on the seasonal qualities of our region providing color and texture year-around. The landscape will promote reduced maintenance and sustainable principles. It will offer texture, form, and color through the introduction of a palette of different plant materials, native grasses and perennial flowers and annuals. Roadways, boulevards, and accent spaces will have flowering shrubs and colorful perennials to compliment the overstory trees which will provide shade and scale throughout.

7. Municipal Utilities

The availability of existing municipal utility services (sanitary sewer, storm water and water main) around the perimeter of this site is adequate and accessible to serve the needs of this site.

These utilities provide service throughout the site as described below:

a. Sanitary Sewer: Sanitary sewer service to the site will be provided through sanitary sewer lines at the intersection of Lindau Lane and IKEA Way, then extending north along IKEA Way, and also eastward and then south to the intersection of Lindau Lane and 22nd. These connections will serve Phase IIB and future Phase II development. See the enclosed storm sewer study for more detailed flow information.

b. Water System: Domestic water for the site is currently provided by water mains in American Boulevard, 22nd Avenue, and IKEA Way. The water main loop will be completed with a 12" main located in the Ring Road with connections to Ikea Way, American Boulevard, and 22nd Ave.

Service stubs are provided to the Phase II site. See the enclosed domestic water study for projected daily water usage for Phase IIB and IIC.

Adequate fire protection will be provided for all buildings within the site through the use of sprinkler systems and hydrants.

c. Storm Water Drainage: Storm Water Drainage from the site will be collected on-site and then routed to the existing storm drain system at the intersection of Lindau Lane and 24th Avenue.

A new storm drain line to serve Phase II is proposed which will extend north following the alignment of the proposed ring road to a point near Thunderbird Road and American Boulevard.

No on-site detention or retention ponding is required.

8. Excavation and Groundwater

Available studies indicate that the groundwater table varies between approximately 801 and 804 feet above sea level. The Phase IIB expansion features two underground levels of parking with the lowest level of parking at an elevation of 807. A ground water mitigation plan for the underground parking is not anticipated at this time, however one will be provided at the time of Final Development Plan approval, if mitigation is shown to be required.

There is an underground central loading dock in the northwest corner of the site. The elevation at the truck maneuvering area is at 803. Further study will determine if a ground water mitigation plan will be required for this area.

9. Site Grading and Drainage

Best Management Practices (BMPs) will be used to minimize erosion and sedimentation from the site. BMPs would be identified in the final construction and site grading plans as required by NPDES permitting for construction sites. Siltation fence, inlet protection devices and temporary sedimentation basins would likely be utilized as erosion control measures in accordance with the City's erosion/sediment control standards. After construction, all disturbed areas will be either paved or landscaped (sod, trees, bedding plants, etc.) to eliminate exposed soil surfaces.

Since the existing land use of the site is primarily parking, taxi and bus drop-off (impervious), the quantity of water runoff from the site is not anticipated to change significantly as a result of the proposed development. However, the quality of the storm water run-off is expected to improve. Parking will be underground and structured parking. The underground parking is not exposed to storm water runoff. In general, the storm water runoff from a building roof has fewer large particulates (sand/salt) and can be considered cleaner than the existing parking lot runoff.

The ultimate receiving body of water for site runoff is the Minnesota River. Storm water from the site is currently routed through the City storm sewer system to a detention basin (Pond C) for treatment prior to discharge to the river. This situation will be perpetuated, the only exception being the lowered area of Lindau Lane most of which will be covered by the future Phase II expansion, and the expansion of Pond C has been completed. As noted above, surface water quantity discharges from the site are not anticipated to change significantly as a result of the proposed development, but the quality of the water is expected to significantly improve. It is expected that the proposed development will result in a general improvement to the quality of the Minnesota River waters.

10. Connection with LRT

The LRT line links the existing Mall along 24th Avenue, south of Lindau Lane, into the Mall east parking deck. Phase IIB will link with LRT through the concourse to the existing Mall and by a system of exterior sidewalks.

11. Employment

The anticipated employment for the retail mall, office and luxury hotel is anticipated to be approximately 2,800. The construction employment is estimated at 700 during the peak of construction, with an average of 150 over the 28 month construction schedule.

12. Air Rights Agreement for Lindau Lane and Lindau Plaza

The CX-2 Zoning District contemplated expansion of the Mall to the north provided through an air rights agreement between the City and the Developer. The Phase IIB expansion will extend onto the Lindau Plaza and cantilever over a portion of Lindau Lane on the west side of the plaza bridge.

Please refer to the Proposed City Code Deviations section below for further elaboration.

13. Easements

Portions of the Phase IIB construction will encroach within existing drainage, utility and sidewalk easements. This includes that portion of the Phase IIB construction which expands over Lindau Lane, the south face of the Phase IIB building, and the south face of the east parking deck. The developer is in discussion with City Engineering staff to coordinate access to and maintenance of existing utilities and relocation of certain utilities.

The easement located on the east side of the site on 24th Avenue which was previously platted in anticipation of a right-in turn lane from south-bound 24th will be eliminated and re-platted. The right-in turn lane is not required or desirable.

Please refer to the Proposed City Code Deviations section below for further elaboration.

14. Proposed City Code Deviations:

a. The design team continues to coordinate with City staff to review the code approach and code compliance requirements. The project will be subject to the 2015 MSBC (2012 IBC) and it is currently anticipated that code equivalencies will be pursued consistent with the previous Mall of America Code Analysis as revised January 28, 1992, and the Proposal for Alternate Design dated March 31, 2014. The anticipated construction type will be consistent with the original construction type ("Type I with Mall Section") with Code allowed reductions for high-rise construction.

The Code Analysis contains various code equivalencies which will continue to be enforced in the current mall structure as well as in the Phase IIB expansion. In addition, there are specific code requirements of the 1985 Uniform Building Code which will continue to be required; e.g. the requirement for smoke control.

As the interior plans develop further, all fire department connections and communication panels will be coordinated, located, and approved by the City Fire Department.

This Building Code approach is in the public interest as it provides a continuation of the Code enhancements originally designed within the previously approved building phases.

b. The project requires certain setback flexibility. As noted above, the previously approved PDP anticipated expansion of the mall across Lindau Lane to the northern property. Phase IIB will now expand across the existing bridge over Lindau Lane, the Lindau Lane Right-of-Way, the Sidewalk and Bikeway Easement, and the Drainage and Utility Easement on the north side of Lindau Lane. This is in the public interest as it provides a seamless and safe connection from the existing mall to future phases.

The east parking deck encroaches within the existing Drainage and Utility Easement on the north side of Lindau Lane. The reduced setback provides for more development potential, enhanced maneuvering and safer traffic flow from the internal ring road into the NE corner of the parking deck, and a more

consistent setback along Lindau Lane compared to the new and proposed development within the South Loop District to the east.

The applicant has been working closely with City Engineering staff to ensure adequate provisions for access and maintenance of the existing utilities between the parking deck and Lindau Lane, and between / below the Phase IIB expansion and Lindau Lane. The submission documents include graphic sections to describe these conditions in more clarity and detail.

c. To allow the building connections over the 72" storm sewer and the 16" sanitary a waiver from the plumbing code is required. Both of these lines were installed with typical site engineering guidelines and practices. The 16" sanitary requires a variance for the slope. For maximum flexibility the sanitary line was installed at a slope of 0.15% which is acceptable from civil engineering design standards. The minimum plumbing code slope is slightly greater with a 0.50% slope. This will be a private line that only serves the Mall of America and will be maintained by the Mall of America.

The 72" storm sewer was installed with normal civil engineering practices. It was not pressure tested, nor was it designed to be airtight. It is planned to essentially build a concrete collier or bridge over the pipe, with native soils below the pipe. Please refer to the graphic cross-sections for more detail. Watertight manhole covers will be provided that are within a controlled utility corridor within the building. A 3D easement will be provided to the City for access and maintenance of the pipe.

15. Conditions, Restrictions, Covenants and Easements of Record as of September 29, 2015

Outlot A, Mall of America 5th Addition

<u>Doc. #</u>	<u>Declaration</u>	<u>Date</u>	<u>Running In Favor Of</u>
T3478264	Easement	Dec. 28, 2001	Metropolitan Airports Commission (a MN public Corp). Granting easements for purposes of aircraft operations over part of above land (See inst).
T3652866	Easement	Dec. 30, 2002	City of Bloomington. Granting an easement for sidewalk and bikeway purposes over part of above land (See inst.)
T3676310	Easement	Feb. 4, 2003	Northern States Power Company (a MN corp). Granting an easement to construct and maintain electric transmission lines over part of above land. (See inst.)
T4112310	Easement	May 10, 2005	The Thunderbird Hotel and Convention Center Corporation (a MN corp.) Granting easements for ingress and egress and other purposes over part of vacated East 79th Street adjoining above

land. (See inst.)

Plat – Mall of America 5th Addition

Street and utility easements dedicated by filing the plat of MALL OF AMERICA 5TH ADDITION as shown on this plat.

Lot 1, Block 1, Mall of America 6th Addition

<u>Doc. #</u>	<u>Declaration</u>	<u>Date</u>	<u>Running In Favor Of</u>
T2889237	Declaration	Feb. 18, 1998	Metropolitan Sports Facilities Commission creating covenants and restrictions.
T3478264	Easement	Dec. 28, 2001	Metropolitan Airports Commission (A MN public corp). Granting easements for purposes of aircraft operators over part of above land (See inst.)
T3652866	Easement	Dec. 30, 2002	City of Bloomington. Granting an easement for sidewalk and bikeway purposes over part of above land. (See inst.)
T3747599	Agreement	June 3, 2003	Between MOAC Land Holdings, a DE lic, NSHE Big Springs, a AZ llc and IKEA Property, Inc. a DE corp. agreeing to covenants, conditions and restrictions on above land. (See inst.)
T3747600	Easement	June 3, 2003	Granting an easement for ingress and egress purposes over part of above land for the benefit of adjoining land. (See inst.)
T3789994	Development Agreement	July 24, 2003	Between City of Bloomington (a MN corp), MOAC Land Holdings LLC (a DE llc) and Mall of America Company (a MN corp). Providing for the development of above land. (See inst.)
T5060817	Easement	April 4, 2013	City of Bloomington. Granting an easement for drainage and utility and other purposes of the above land.
T5154334	Agreement	Feb. 25, 2014	Between MOAC Land Holdings LLC (a DE lic), North Pad Development LLC (a DE llc) and City of Bloomington.
T5154335	Lease	Feb. 25, 2014	North Pad Development LLC (a DE llc), 60 E. Broadway, Bloomington, MN.

<u>Doc. #</u>	<u>Declaration</u>	<u>Date</u>	<u>Running In Favor Of</u>
			For a term commencing upon substantial completion of the Development and will terminate on the date immediately preceding the 99th anniversary of the "Commencement Date".
T514339	Amendment	Aug. 22, 2014	Amending Easement document no(s) 5060817, change in termination date to November 30, 1025.
T5276878	Agreement	July 29, 2015	Between City of Bloomington and MOAC Land Holdings, LLC a Delaware limited liability company agreeing to terms and conditions for encroachment into public easements.

Plat – Mall of America 6th Addition

Street and utility easements dedicated by filing the plat of MALL OF AMERICA 6TH ADDITION as shown on this plat.

V.

CONSISTENCY WITH THE BLOOMINGTON COMPREHENSIVE LAND USE PLAN AND ZONING ORDINANCE

1. Land Use Plan

The City of Bloomington's Land Use Map identifies the site for High-Intensity Mixed Use development. Phase I and Phase II are in compliance with the intent and the guidelines for that development type.

2. Zoning

The Site is in the Mixed Use (CX-2) District. The purpose of this district is to allow the most intense utilization of land in the City supported by existing and future investment in public infrastructure, with the intent of allowing a broad range of uses, ensure that new development is of significant size and intensity, and provide a mix of uses which balance the demand of traffic and parking. Phase I and Phase II meet this intent as well as the specific limitations of the CX-2 District.

3. Parking

The City Code provides that the number, location, and type of parking for a mixed-use center exceeding 750,000 square feet are to be established in the Final Development Plan. Built upon prior shared parking models used in previous submissions by Mall of America, this updated analysis examined both current and future parking demand balanced against the current and planned parking

supply. The expected demand through Phase IIB is 17,284 spaces considering on-site, off-site, and an overall ESF of 5%. The table below highlights the demand and supply factors in greater detail:

Parking Demand: Phase II-B

Phase I	11,333
Phase IB	353
Phase IC	990
Phase IIB	1,645
Off-Site	2,140
ESF @ 5%	823
TOTAL Demand	17,284

Parking Supply: Phase II-B

Phase I	11,771
Phase I Re-striping	175
Phase IB	501
Phase IC	608
Phase IIB	4,122
Pork Chop	200
Kelley Property	192
TOTAL Demand	17,569

Parking Demand: Phase II-C

Phase I	11,333
Phase IB	353
Phase IC	990
Phase IIB	1,645
Phase IIC	4,090
Off-Site	2,751
ESF @ 5%	1,058
TOTAL Demand	22,221

Parking Supply: Phase II-C

Phase I	11,771
Phase I Re-striping	175
Phase IB	501
Phase IC	608
Phase IIB	3,564
Phase IIC	2,621
Pork Chop	350
Kelley Property	2,842
TOTAL Demand	22,432

VI.

PROPOSED DEVELOPMENT / APPROVAL SCHEDULE

PDP Schedule:

- July 15th Finalize Program & Site Plan Layout – Begin Traffic Study Data Collection
- July 23rd Traffic Kick off Meeting with MOA/Ryan and City Staff
- Aug 12th Preliminary Traffic Findings

- Aug 13th Traffic Review meeting
- Aug 20th PDP - Informal DRC submittal
- Aug 25th PDP - Informal DRC meeting
- Sept 30th PDP - Formal DRC submittal
- Sept 30th Draft traffic completed
- Oct 28th PDP – Formal DRC submittal
- Nov 10th PDP - Formal DRC meeting
- Dec 3rd PDP - Planning Commission
- Dec 21st PDP – City Council
- Jan 4th PDP – City Council 2nd Reading if needed

FDP Schedule (verify submittal dates with 2016 City Schedule once available):

- Oct 26th Finalize Architectural Footprint & MEP locations
- Nov 12th FDP - Informal DRC submittal
- Nov 17th FDP - Informal DRC meeting
- Nov 24th FDP – Formal DRC submittal
- Dec 8th FDP – Formal Meeting
- Jan 7th 2016 FDP – Planning Commission Meeting
- Jan 25th FDP – City Council
- Feb 1st FDP – City Council 2nd Reading
- Feb 15th Development Agreements
- March 14th City Council Approval of Development agreements.
- April Permitting
- 2016 Start Construction on Phase IIB